

surveys, which guide us in the decision of this question, are of a double character. They are either those which were made by the Rail Road Company, with direct reference to the location of the contemplated road, or those which were made by the engineers of the United States, with a view to the location of the Chesapeake and Ohio Canal, and can be demonstrated to be equally applicable to the location of a Rail Road.

The survey and examinations which have been made under the direction of the Rail Road Company, include, as has already been remarked, a general reconnoissance of all the routes for this road, lying between the parallel of the southern Pennsylvania line, and the mouth of the Great Kenawha river, and surveys of four experimental lines from the city of Baltimore to the Potomac river. These were made under the direction of Lieut. Col. Long, and Captain McNeill, of the United States Topographical engineers, and Dr. William Howard, United States assistant civil engineer. The high character of these gentlemen is of course calculated to inspire confidence in their opinions, to the full extent to which they go, and these opinions will be found highly satisfactory. In their first general report of November 6th, 1827, after a detail of their operations, they present us their conclusions from them in the following language: "We, (say they) have found the country more favourable to the accomplishment of such an object, as that of the contemplated Rail Road, than could reasonably have been expected from its rough and broken aspect. Great facilities for the construction of such a work have, on a careful examination, with the object in view, been developed; where a superficial examination could hardly have led to expect them; and when minute and accurate surveys shall have determined the precise features of the country, we may anticipate the discovery of still greater facilities. The difficulties, which occasionally present themselves, are great it is true, but we have met with none which we do not think that we even now perceive the modes of successfully overcoming; and when science and experience shall have increased our resources, we may reasonably expect, that with their aid these obstacles will diminish to a much lower point than that at which we have now estimated them. It is also necessary to remark, that interspersed with these difficulties are considerable extents of favourable ground, which by the facilities they will afford, will compensate for the expenditure accumulated on the rougher portions, and thus reduce, to a reasonable amount, the average cost of the whole. Our conclusions, founded as they are on a mere examination by the eye, are of course liable to error, and may not be sustained by a more minute and accurate